

# BookletChart<sup>TM</sup>

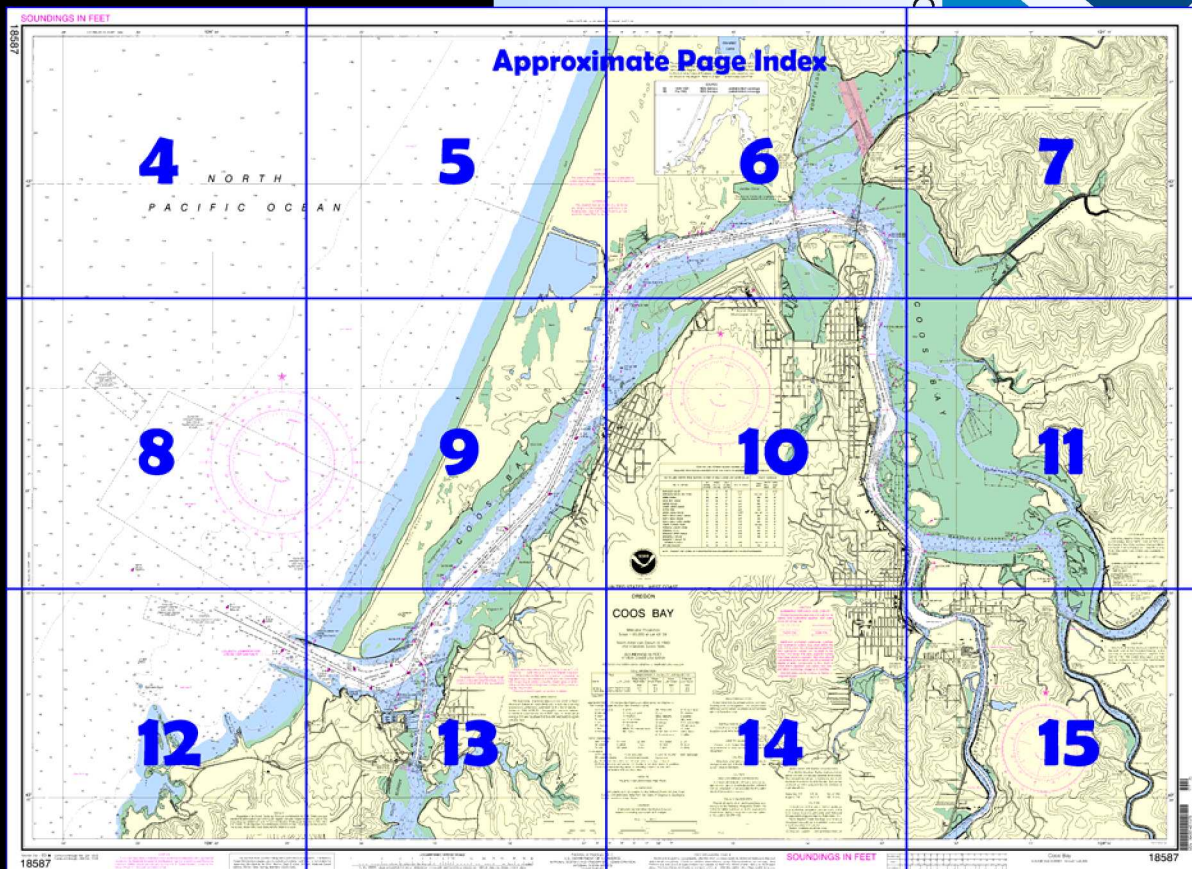
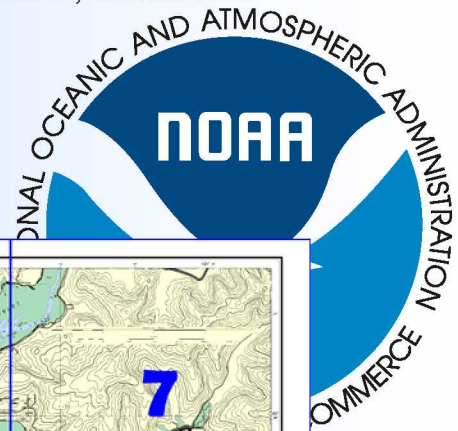
## Coos Bay

(NOAA Chart 18587)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



*Home Edition (not for sale)*



### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

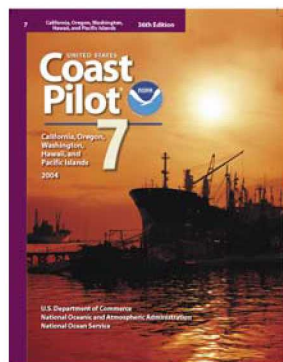
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



### [Coast Pilot 7, Chapter 9 excerpts]

(89) **South Cove**, immediately under the S point of Cape Arago, is used extensively as a summer anchorage by small craft and fishing boats with local knowledge.

(90) **Cape Arago**, 29 miles NNE of Cape Blanco, is an irregular jagged point projecting about a mile from the general trend of the coast. There are no high mountains immediately behind the cape, and it is conspicuous only when the mountains in the interior are obscured.

The seaward face of the cape, 2.5 miles long in a N direction, is a narrow wooded tableland 50 feet high, with rugged and broken cliffs and outlying rocks of the same height as the cliff. Immediately off the cape are reefs extending NW for about a mile. A small cove near the N end, inside the reefs, is sometimes used by small boats with local knowledge.

(91) **Cape Arago Light** (43°20'28"N., 124°22'31"W.), 100 feet above the water, is shown from a 44-foot white octagonal tower attached to a building on a rocky, partially wooded island close inshore, 2.5 miles N of the cape.

(92) **Baltimore Rock**, 0.6 mile NW of Cape Arago Light, is covered 11 feet and usually breaks. It is the outermost rock of a covered ledge extending NW from the lighthouse island. A bell buoy is 450 yards N of the rock.

(93) **Coos Head**, 229 feet high, 1.8 miles ENE of Cape Arago Light, is on the S side of the entrance to Coos Bay. Coos Head is marked by a light on the NE side. The cliffs of Coos Head are about 100 feet high and terminate in several small rocky points with sand beaches between them. The buildings of the U.S. Naval facility for oceanographic research are conspicuous on the bluffs just SW of Coos Head.

(94) **Coos Bay**, 33 miles N of Cape Blanco, is used as a harbor of refuge and can be entered at any time except in extreme weather. Coos Bay is one of the most important harbors between San Francisco and the Columbia River, and one of the largest forest products ports in the world. Principal foreign exports are logs, woodchips, lumber, plywood, paper, and paperboard. The coastwise trade consists mainly of sand and gravel, lumber, plywood and veneer, gasoline, and distillate fuel oil.

(104) **Guano Rock**, on the S side of the entrance channel and 280 yards NW of Coos Head, uncovers only at extreme low water.

(134) **South Slough**, shoal and navigable only for small boats, extends 4 miles S from its junction with Coos Bay near the entrance.

(135) **Charleston Boat Basin**, operated and maintained by the Port of Coos Bay, is 0.3 mile N of Charleston, across the slough from **Barview**.

(139) **Haynes Inlet** and **North Slough**, which join the bay through a common entrance on the N side, are navigated by small boats.

(140) **North Bend**, 9.5 miles above the entrance, is a city with many sawmills and factories; considerable lumber is shipped from here. North Bend Fire Department has a fire boat and launches dock along the city.

**Coos Bay**, 12 miles above the entrance, is the principal city on the bay and is the distributing center for the area, which is primarily devoted to lumbering, fishing, and agriculture. Coos Bay also includes the **Empire** district, which is 4 miles above the entrance. North Bend and Coos Bay form practically one continuous city extending along the shore from North Point to the mouth of Coalbank Slough.

(141) Three sloughs empty into Coos Bay between the city of Coos Bay and Coos River. **Coalbank Slough** is unused. **Isthmus Slough** is used for logging operations to **Millington**. The highway bridge across the slough has a bascule span with a clearance of 18 feet. The overhead power and television cables just N of the bridge, and the overhead power cable 0.9 mile S of the bridge, have clearances of 100 and 150 feet, respectively. **Catching Slough** is navigable for several miles by light-draft vessels. The fixed highway bridge across the mouth has a clearance of 40 feet. The power cable for about 1.7 miles above the bridge have a least clearance of 57 feet; other overhead cables upstream have a least known clearance of 13 feet.

(142) **Coos River** empties through two channels into the bay at its head. The N unmarked channel follows the E side of the bay and empties abreast of North Bend. **Marshfield Channel**, marked by a lighted range, lights, and buoy, crosses the flats and empties abreast the city of Coos Bay.

(143) Coos River divides at a point 3.2 miles above **Graveyard Point** into **South Fork** and **Millicoma River**

# Table of Selected Chart Notes

Corrected through NM Oct. 15/05  
Corrected through LNM Oct. 11/05

## HEIGHTS

Heights in feet above Mean High Water.

## NOTE B

The positions of Coos Bay South Slough buoys 5, 6 & 8 and Coos River buoy 3 are frequently shifted with changing conditions.

## CAUTION

**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

----- Pipeline Area ----- Cable Area -----

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging or trawling.  
Covered wells may be marked by lighted or unlighted buoys.

## Mercator Projection

Scale 1:20,000 at Lat 43° 24'

North American Datum of 1983  
(World Geodetic System 1984)

## SOUNDINGS IN FEET

AT MEAN LOWER LOW WATER

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## CAUTION

### BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Coos Bay, OR KIH-32 162.40 MHz  
Eugene, OR KEC-42 162.40 MHz

## NOTE C

### WARNING

The coastline of Coos Bay, Oregon is not a safe place to anchor during the winter months because of the rapid and severe onset of weather.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.595" southward and 4.409" westward to agree with this chart.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.

Refer to charted regulation section numbers.

COLORS: International Regulations for Preventing Collisions at Sea, 1972.  
Demarcation lines are shown thus: - - - - -

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

## NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

## TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Empire (43°24'N/124°17'W)	feet 6.7	feet 6.0	feet 1.1	feet -3.0
Coos Bay (43°23'N/124°13'W)	feet 7.3	feet 6.7	feet 1.1	feet -3.0

(Aug 2005)

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

### Bottom characteristics:

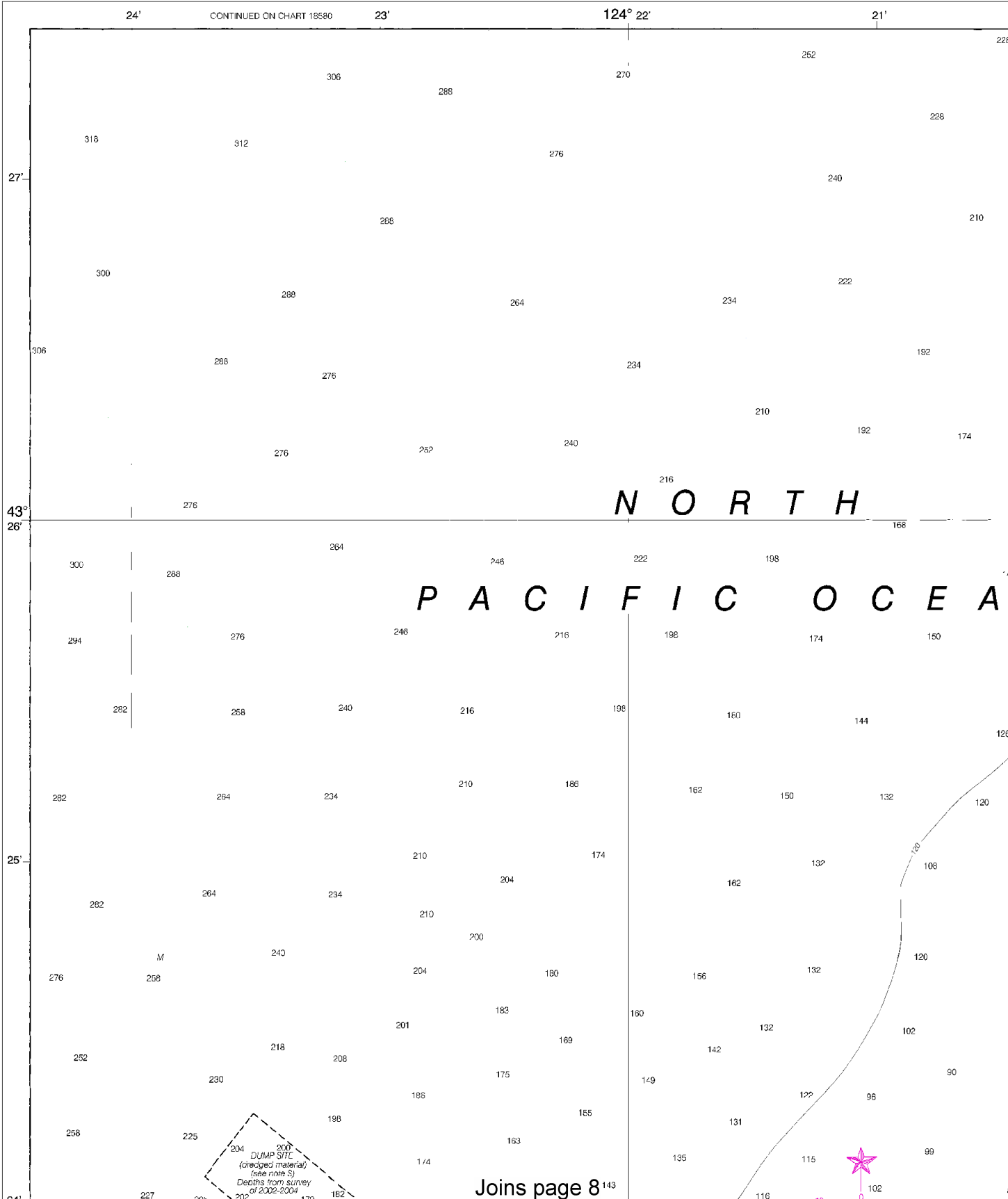
Blde boulders	Co coral	gy gray	Oys oysters	so soft
Bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	GrS grass	M mud	S sand	sy sticky

### Miscellaneous:

AUTH authorized	Obstrn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
① Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

# SOUNDINGS IN FEET

18587



4



Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



Joins page 6

**NOTE C**  
**WARNING**

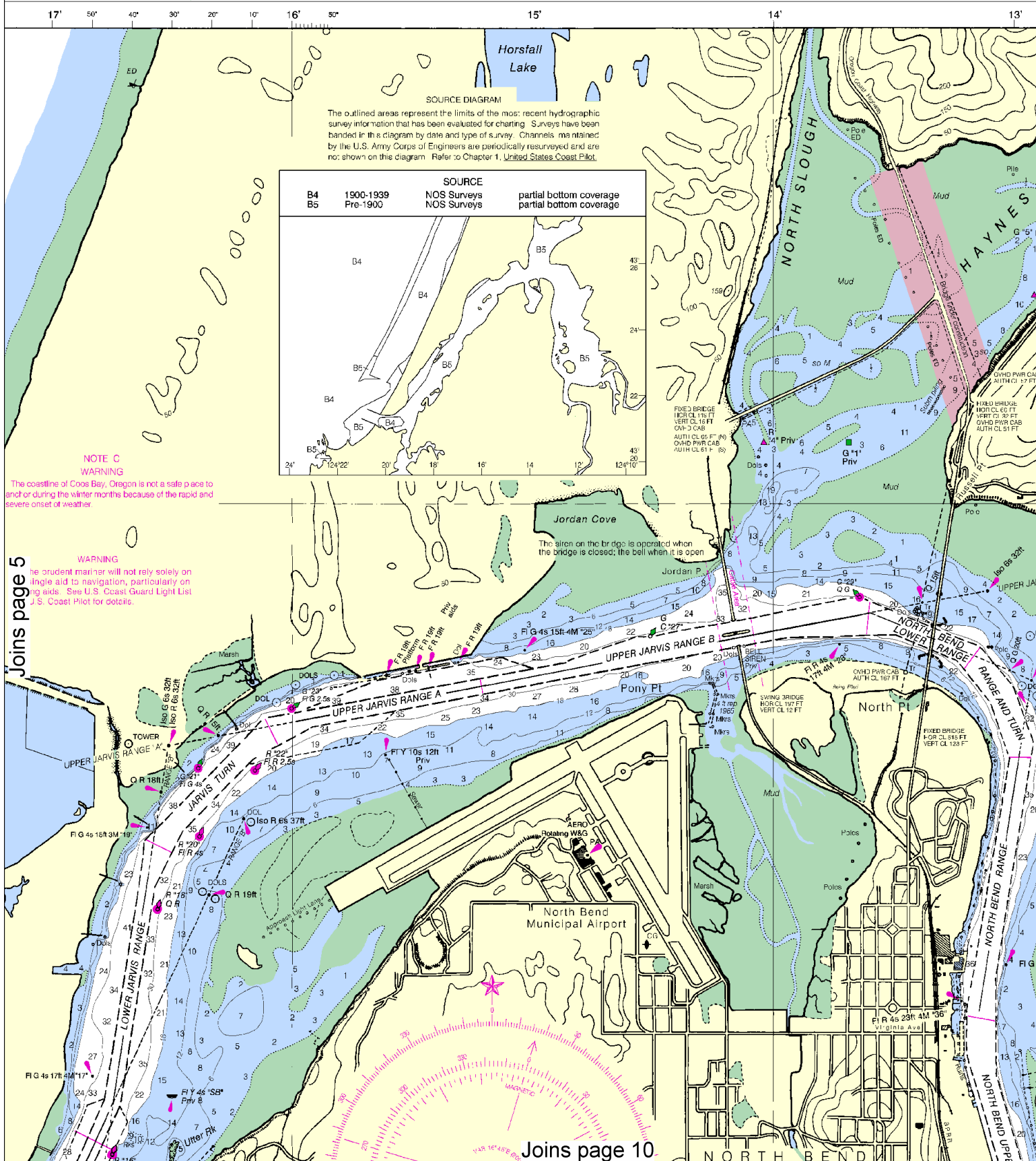
The coastline of Coos Bay, Oregon is not a safe place to anchor during the winter months because of the rapid and severe onset of weather.

**WARNING**

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:28571. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



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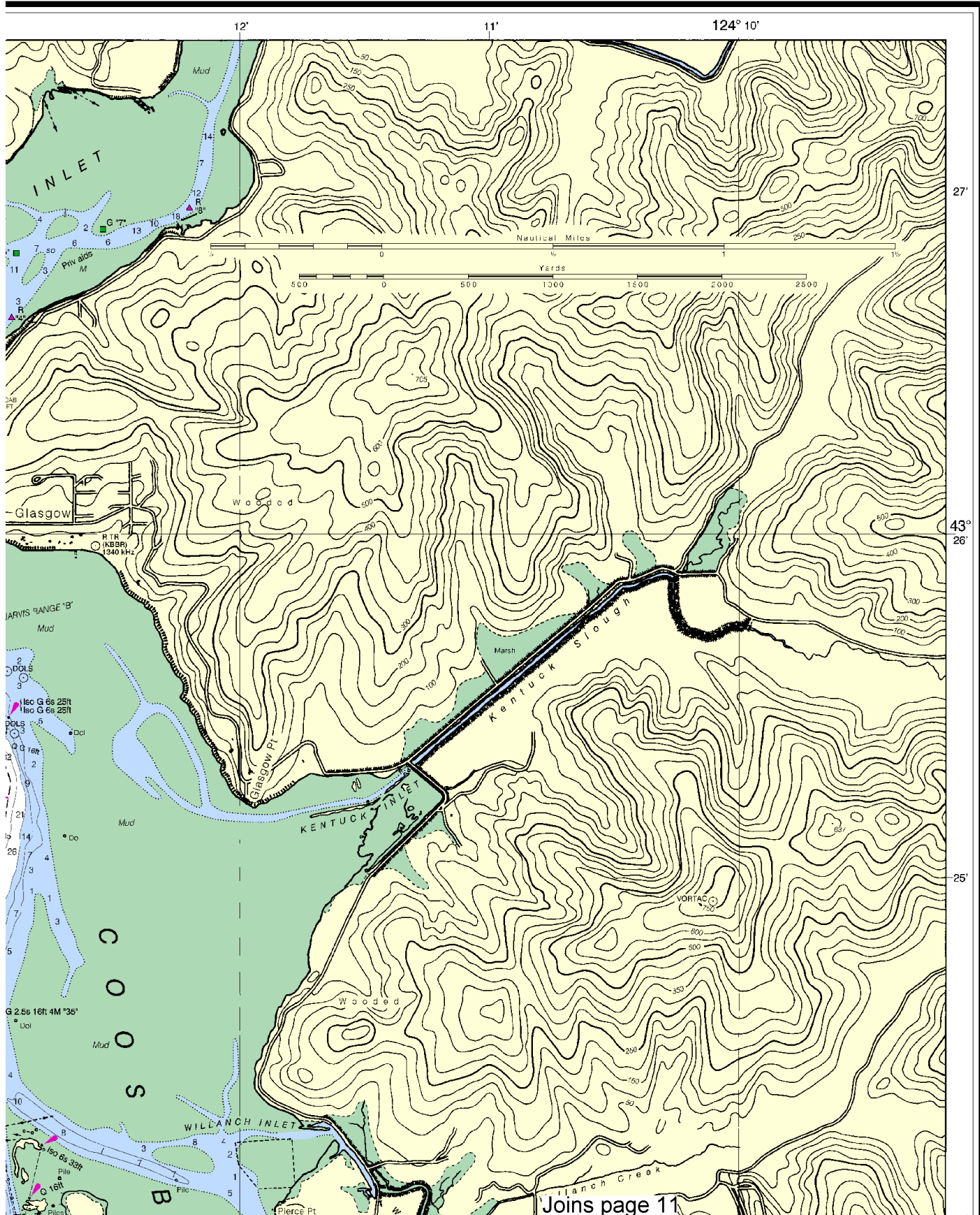


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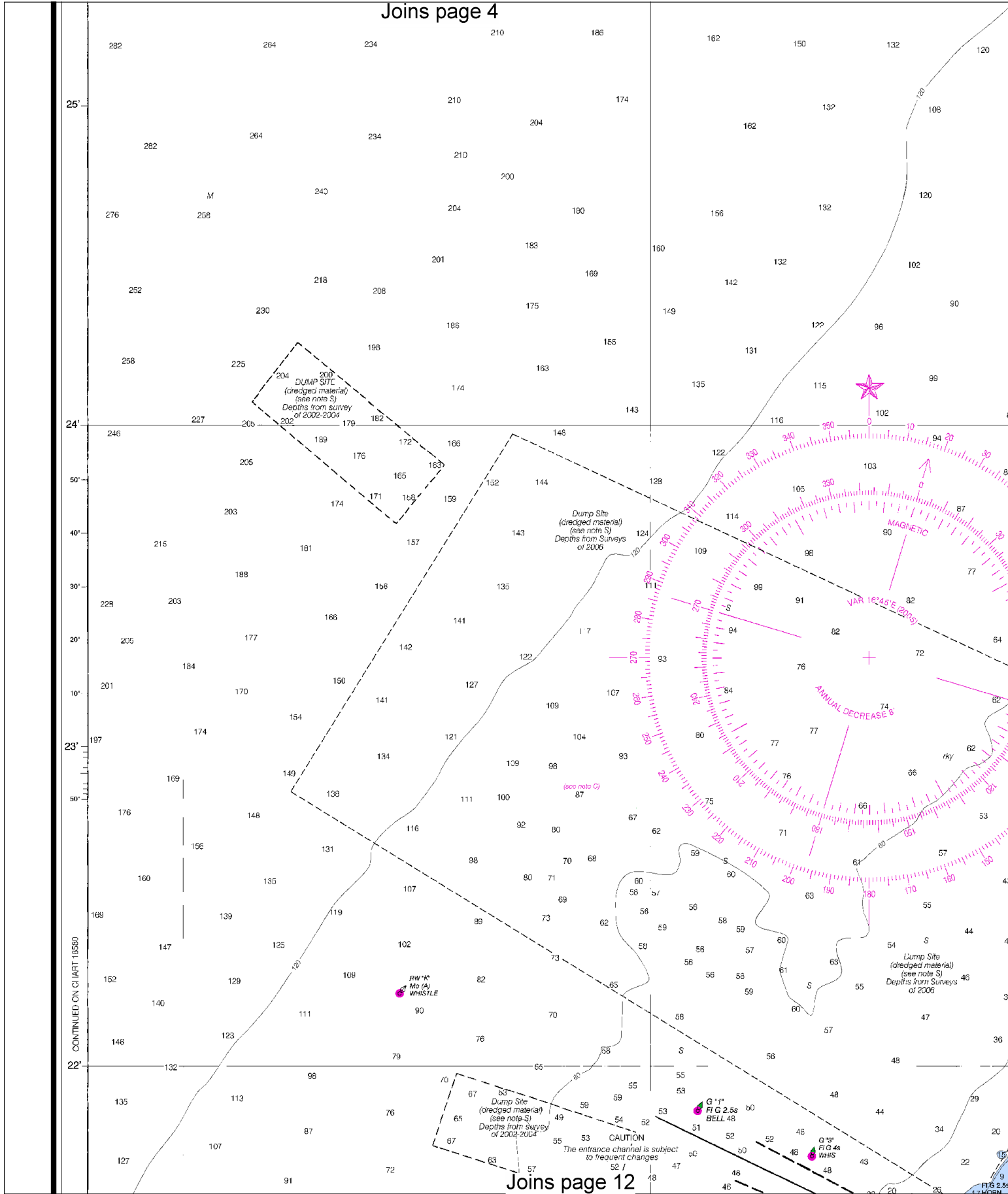
SCALE 1:20,000  
Nautical Miles

See Note on page 5.





This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,  
 NGA Weekly Notice to Mariners: 0910 2/27/2010,  
 Canadian Coast Guard Notice to Mariners: n/a .



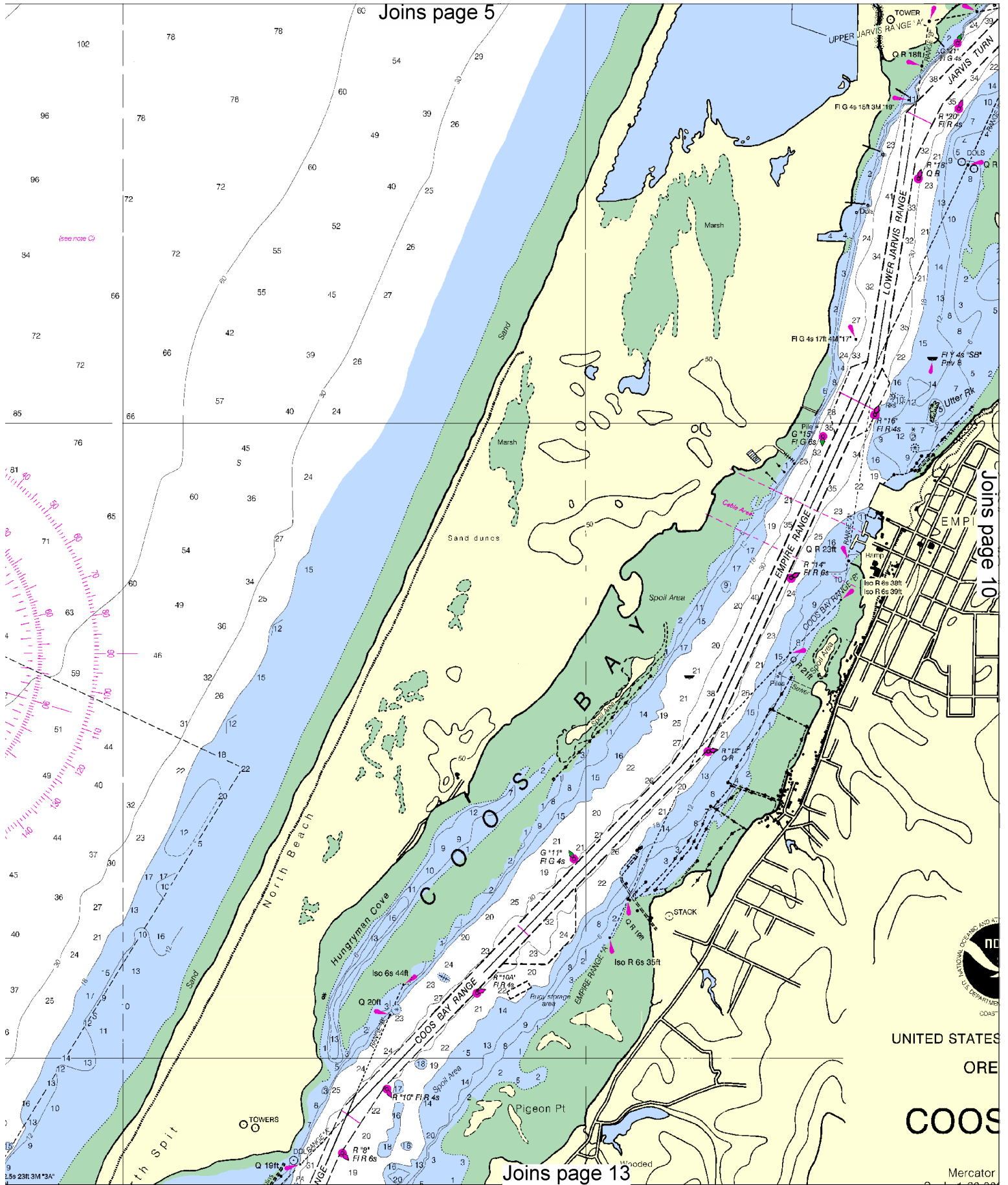
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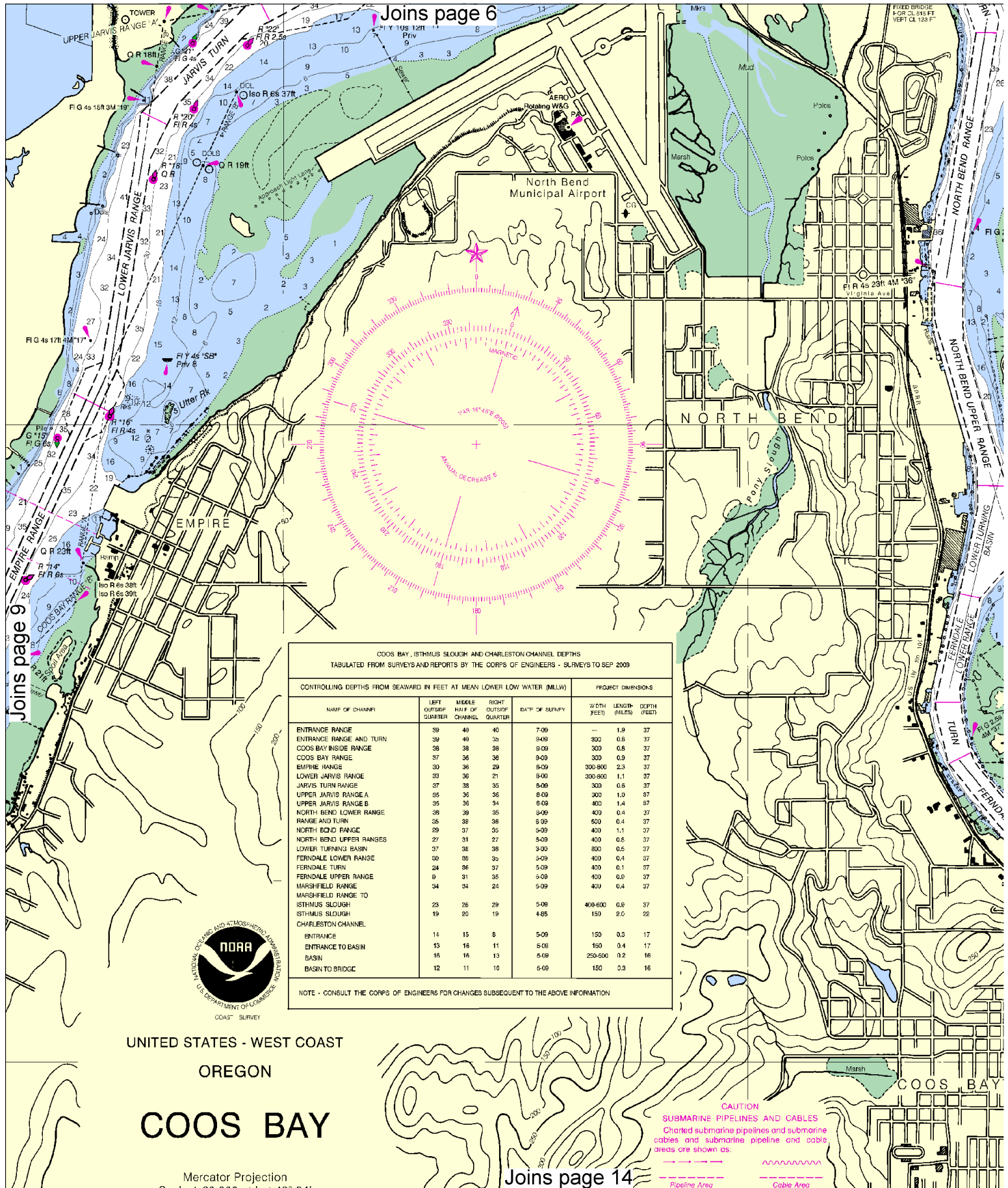
SCALE 1:20,000  
Nautical Miles

See Note on page 5.



Joins page 5





COOS BAY, ISTHMUS SLOUGH AND CHARLESTON CHANNEL DEPTHS  
TABULATED FROM SURVEYS AND REPORTS BY THE CORPS OF ENGINEERS - SURVEYS TO SEP 2009

NAME OF CHANNEL	CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			DATE OF SURVEY	PROJECT DIMENSIONS		
	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER		WIDTH (FEET)	LENGTH (MILES)	DEPTH (FEET)
ENTRANCE RANGE	39	40	40	7-09	—	1.8	37
ENTRANCE RANGE AND TURN	39	40	35	9-09	300	0.8	37
COOS BAY INSIDE RANGE	38	38	38	9-09	300	0.8	37
COOS BAY RANGE	37	36	36	9-09	300	0.9	37
EMPIRE RANGE	30	36	29	8-09	300-800	2.3	37
LOWER JARVIS RANGE	33	36	21	9-09	300-800	1.1	37
JARVIS TURN RANGE	37	38	35	9-09	300	0.8	37
UPPER JARVIS RANGE A	35	36	36	8-09	300	1.0	37
UPPER JARVIS RANGE B	35	36	34	8-09	400	1.4	37
NORTH BEND LOWER RANGE	38	39	35	9-09	400	0.4	37
RANGE AND TURN	35	38	38	8-09	500	0.4	37
NORTH BEND RANGE	29	37	35	9-09	400	1.1	37
NORTH BEND UPPER RANGES	27	31	27	9-09	400	0.8	37
LOWER TURNING BASIN	37	38	38	9-09	800	0.5	37
FERDALE LOWER RANGE	30	36	32	9-09	400	0.4	37
FERDALE TURN	24	36	37	9-09	400	0.1	37
FERDALE UPPER RANGE	9	31	36	9-09	400	0.8	37
MARSHFIELD RANGE	34	34	24	9-09	400	0.4	37
MARSHFIELD RANGE TO ISTHMUS SLOUGH	23	26	29	9-09	400-600	0.8	37
ISTHMUS SLOUGH	19	20	19	4-85	150	2.0	22
CHARLESTON CHANNEL							
ENTRANCE	14	15	8	9-09	150	0.3	17
ENTRANCE TO BASIN	13	16	11	9-09	150	0.4	17
BASIN	15	16	13	9-09	250-500	0.2	16
BASIN TO BRIDGE	12	11	10	9-09	150	0.3	16

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

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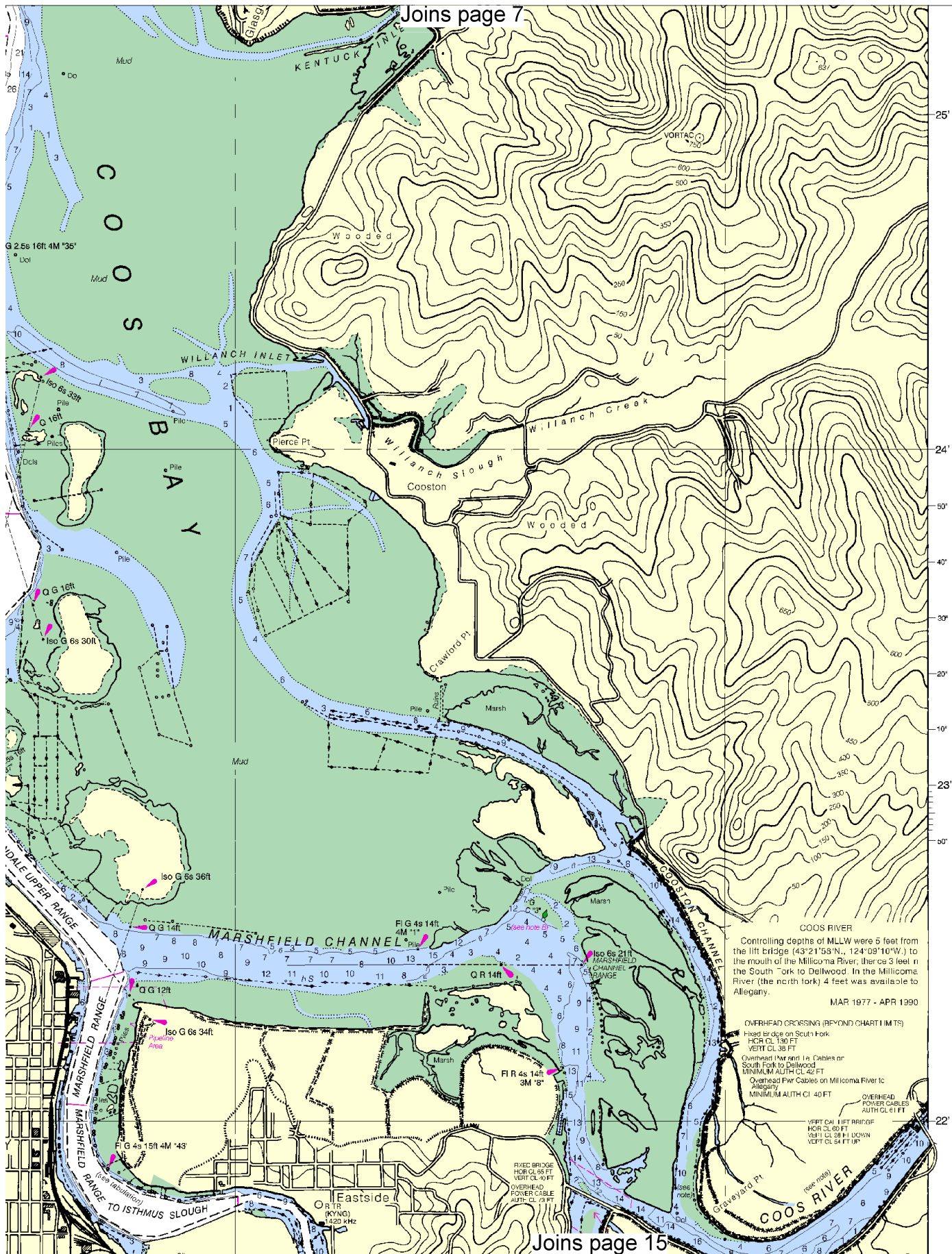


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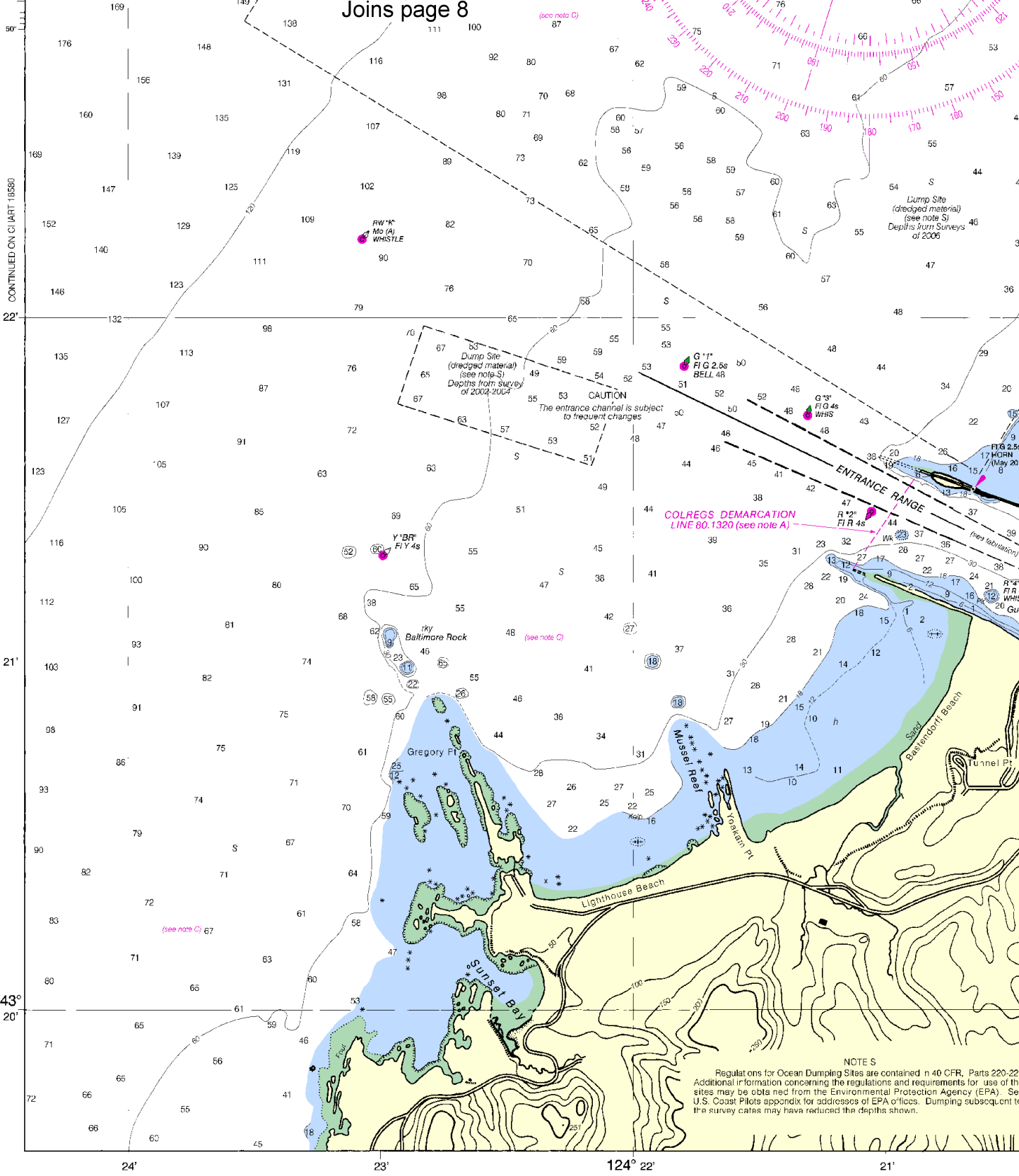
SCALE 1:20,000  
Nautical Miles

See Note on page 5.





CONTINUED ON CHART 18580



70th Ed., Oct. / 05 ■ Corrected through NM Oct. 15/05  
Corrected through LNM Oct. 11/05

18587

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12

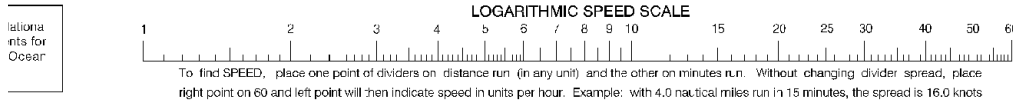
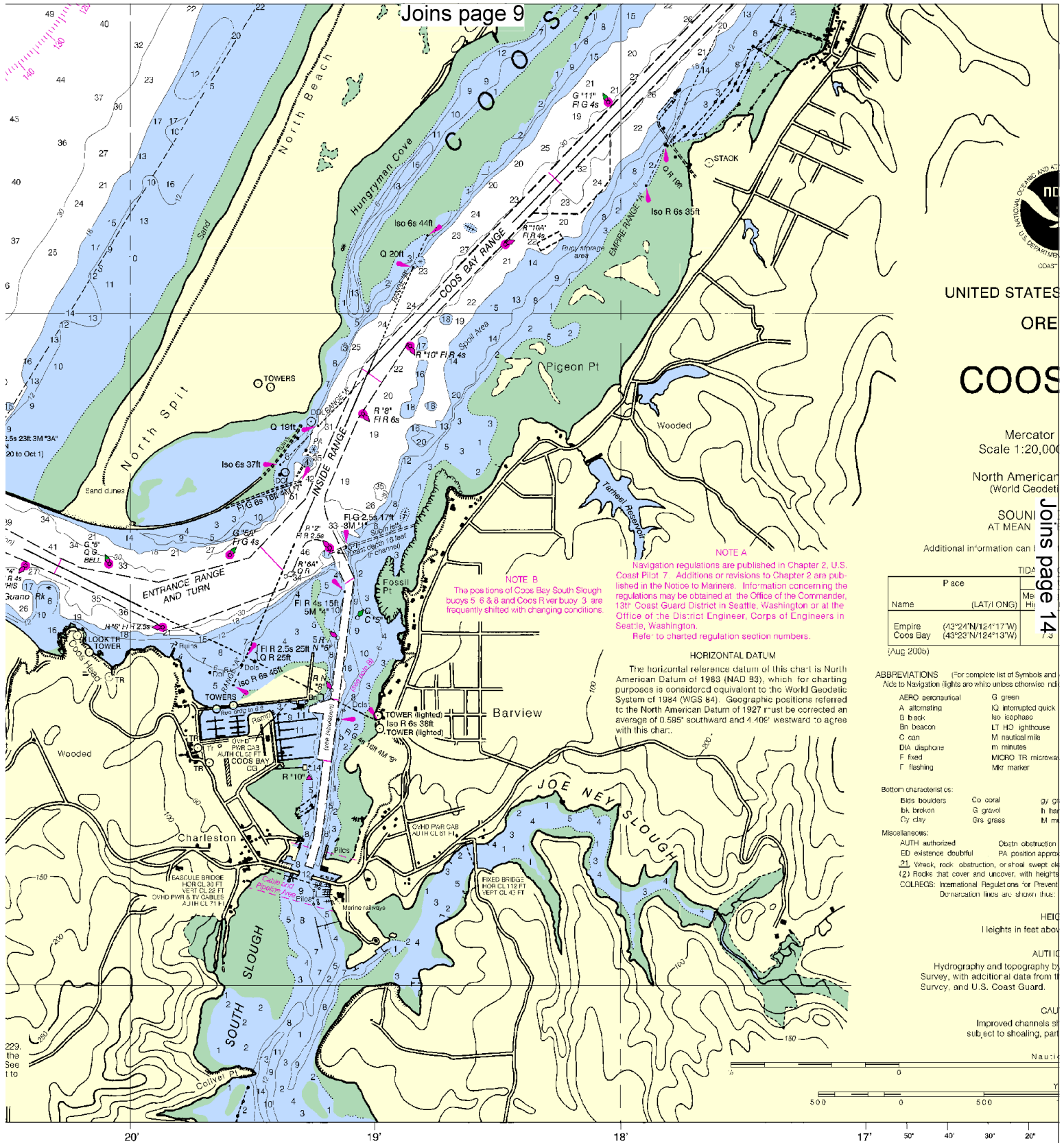


Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.





Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY



Joins page 10

LOWER JARVIS RANGE	35	35	35	500	300-600	1.1	37
JARVIS TURN RANGE	35	35	35	500	300	0.6	37
UPPER JARVIS RANGE A	35	35	35	500	300	1.0	37
UPPER JARVIS RANGE B	35	35	35	500	400	1.4	37
NORTH BEND LOWER RANGE	35	35	35	500	400	0.4	37
RANGE AND TURN	35	35	35	500	500	0.4	37
NORTH BEND RANGE	29	37	35	500	400	1.1	37
NORTH BEND UPPER RANGES	27	31	27	500	400	0.6	37
LOWER TURNING BASIN	37	38	38	500	800	0.5	37
FERNDALE LOWER RANGE	30	38	35	500	400	0.4	37
FERNDALE TURN	24	36	37	500	400	0.1	37
FERNDALE UPPER RANGE	9	31	35	500	400	0.8	37
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ENTRANCE	14	15	8	500	150	0.5	17
ENTRANCE TO BASIN	13	16	11	500	150	0.4	17
BASIN	15	16	13	500	250-500	0.2	16
BASIN TO BRIDGE	12	11	10	500	150	0.3	16

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

UNITED STATES - WEST COAST  
OREGON  
**COOS BAY**

Mercator Projection  
Scale 1:20,000 at Lat 43° 24'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

Pace		TIDAL INFORMATION			
		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Empire	(43°24'N/124°17'W)	feet 6.7	feet 6.0	feet 1.1	feet -3.0
Coos Bay	(43°23'N/124°13'W)	7.3	6.7	1.1	-3.0

(Aug 2006)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)  
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	No Morse code	R TR radio tower
A alternating	IQ interrupted quick	N nun	rot rotating
B back	iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphane	m minutes	O quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
F flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

bls boulders	Co coral	gy gray	Cys oysters	so soft
bk broken	G gravel	H hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Suon submerged
ED existence doubtful	PA position approximate	Rap reported	
(1) Wreck, rock, obstruction, or other swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.			

Demonstration lines are shown thus: ---

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

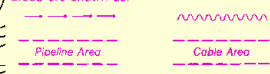
BASCULING BRIDGE CLEARANCES  
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POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION  
SUBMARINE PIPELINES AND CABLES

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Fugene, OR	KFC-22	162.40 MHz

CAUTION

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Station positions are shown thus:  
⊙ (Accurate location) ○ (Approximate location)

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Published at Washington, D.C.  
DEPARTMENT OF COMMERCE  
OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 6-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact: NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

SOUNDINGS IN FEET

14



Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



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INGA REFERENCE NO. 18BHA18587

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue** – 206-220-7001

**Coast Guard North Bend** – 541-756-9210

**Commercial Vessel Assistance** – 1-800-367-8222

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

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**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).